

Twice a Month!



messing about in **BOATS**

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Commentary



BOB HICKS

messing about in BOATS

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, JUST LET US KNOW, WE'LL REFUND YOU THE UNFULLFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.

In this issue we start a three part series on a canoe "trail" developed by avid canoeist Bill Gerber. We're giving it all this space because it is a longish story, not just about what and where the trail is, but also because it is a narrative of the adventure involved in doing the first exploration of the whole route. And, it also is not just applicable to canoe use, it certainly would work for sea kayakers and also for any traditional sort of pulling boat or light sailing craft. Some minor detours might be necessary for any boat that could not be carried overland a short ways on a portage, but in essence, Bill's trail is the sort of thing that many small boat users could enjoy.

As you will see from the series, this is a five day outing that involves a hundred or so miles of the coast of Maine, with overnights planned for locations where camping is permitted. Because of the canoe's size and vulnerability to serious adverse weather conditions, the route chosen is pretty much sheltered. It is also a mix of ocean, river, tidal areas, in sum quite a concept. Bill and his canoeist friends have done the spadework on this, and over five years about 50 people have enjoyed the results.

Now, this is the sort of messing about in boats that I never got to learn about over seven years of reading all the available periodicals concerned with boating. It is typical of what is turning up here now that people have discovered our interest in what they are doing. The accumulation in our folder of "upcoming feature stories" is one of great diversity in detail, but with the common thread throughout of similar experiences despite the differences in the particular sorts of boats involved.

To me this is all very much like looking over an elaborate buffet of attractive foods, there is just so much to be enjoyed and how will I ever be able to indulge in all I'd like to. The influx of interesting stories and suggested stories presents just that sort of conundrum for me, how to choose, what to attend, who to interview. Because experiencing some of these things first hand

is part of the attraction of doing this little publication, I am having to make choices of more than just what stories to print. I'm deciding on where to go, who to see, what to try myself. Even though many of my boating adventures, like last fall's kayak outing, are very much from the beginner level and viewpoint, I feel it makes for a better perspective as a reporter that I experience what I can with reasonable safety in the company of those who espouse that particular sort of messing about. So, in the case of Bill Gerber's canoe trail, I will probably take a shot at one day of it and use my Old Town lake rowboat, which is a sort of beamy canoe that is rowed rather than paddled, a Rangeley hull shape actually built like a canoe. I can't take the five days, but I can take a taste of the experience.

This applies also to other aspects of this subject of messing about. I will be reporting in the next issue on a canoe building course run in Vermont at Horace Strong's canoe yard. I'd have liked very much to have been able to have done the whole nine day building and expedition course, but this simply was not possible. So I'll spend two days there at the end of the building phase and have a chance to absorb the ambiance of this sort of thing, as well as get to know Horace Strong and probably obtain an interview.

All of this diversity suits me. I have been successful in avoiding a total commitment to one narrow aspect of messing about in boats. So I feel naturally comfortable following my curiosity where it leads, based on what I hear of. Then I can pass it on to all of you. I do continue to mess about myself with various rebuilding projects, and do attend some events because I am most heavily involved in them. In such cases my motivation is two-fold, my own personal satisfaction and my fulfillment of my journalistic role. Believe me, this is a very attractive way to earn a living, and since I'm so attracted to it I am pressing on quite relentlessly to make publishing of MESSING ABOUT IN BOATS a living.

Our Next Issue...

will include stories on a canoe building course run by Horace Strong for Sterling College in Vermont, along with an interview with Horace; a look at the launching of a Fenwick Williams catboat at the Landing Boatshop in Kennebunkport, Maine and that boatbuilding school's programs; an explanation of Leonard Eges' Telefix coastal navigation device for small boaters (couldn't fit that in this issue as planned); and that item we've been promising on the attractions of the Chinese junk rig. We can also tell you that the issue after that should be entirely devoted to what we found of interest at the Small Boat Show.

On the Cover...

Ed, Sue and Darcy Hammer enjoying the first cruise on the restored DOGWATCH at the conclusion of a labor of love restoration project that nearly became a war within the family. Sue's report on their particular husband and wife restoration project experience is in this issue.

The FIND...

and the subsequent restoration wars!

SMALL WORLD DEPARTMENT: Back in our February 15th issue we carried a feature on a 16' catboat called DOGWATCH, as one of our camper/cruiser series. The story was a reprint of a Roger Taylor article in the August 1982 issue of NATIONAL FISHERMAN. That issue subsequently reached the hands of Ed and Sue Hammer of Newburyport, MA, and they were delighted to see the DOGWATCH report. They had found the boat in semi derelict condition in 1980 and had restored it and sailed it two summers before selling it. The small world part comes in because Ed is the bindery supervisor at the printing firm that now prints MESSING ABOUT IN BOATS. He did not see the DOGWATCH article when it was printed for we did not take the job to his firm until the March 15th issue.

Well, Sue had written a story on the restoration project on DOGWATCH but had not been able to get it published in WOODEN BOAT, no room. So, here it is, a different view of how a restoration project can go down.

Report by Sue Hammer

It was an unadvertised yard sale, something like doors, hinges, tools, or something equally as exciting was what we were looking for. Poking was what we were doing, I was picking up dusty cups and saucers to check the markings. A familiar voice spoke up behind me: "Sue, look what's over here." It was my husband's voice, and Ed was over under a grove of pines resting his hand on what appeared to be a boat. It was difficult to tell.

But sure enough, there sat the prettiest little 16 foot catboat ever.. She sat in forlorn dismay with layers of pine needles in her bilge. Her planks were covered with layer upon layer of seasick blue paint. Her garboards and other fastenings were straining for mercy. But the sparkle in Ed's eyes told me that this was another "find."

Being married to a man who loves traditional wooden boats is no easy task. A woman must develop an appreciation for the not-so-obvious. Over years of scanning boatyards, Ed has acquired the instinctive ability to spot that certain line that identifies that certain "traditional design. Since prowling through old boatyards scanning the derelict and near derelict craft in death rows is Ed's hobby, I have learned while accompanying him on these explorations, how to check for rot in a keel or garboard. The words "sheer" and "wineglass stern" now have new meaning. Rarely do we travel inland because there is no salt

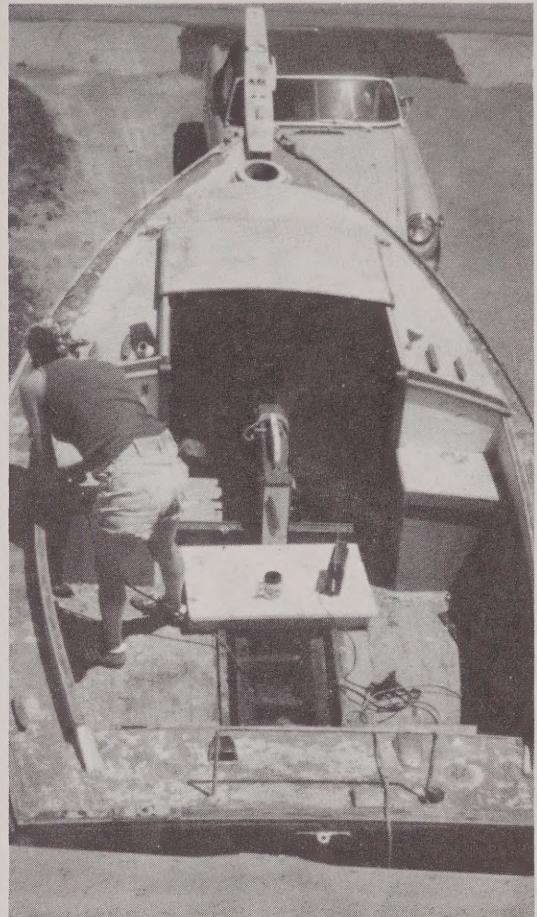
water there, consequently none of the sort of boatyards in which Ed can make a "find."

I watched Ed's face fade from the flush of first excitement to a grim gray and the sparkle in his eyes turn to tears as the seller shattered his dream when he explained he had sold the little cat the day before for \$500. I could almost hear Ed's heartstrings pop.

We made the usual statements to the seller, "That boat is a beauty, you could have sold her for so much more, what a shame we missed this... if this sale falls through (ridiculous statement) let us know!" By this time, all of the shedding of tears and tugging at the seller's shirtsleeves had attracted his wife. She glared icily at her husband after she comprehended what we had been telling him. "See, I told you to ask more, I told you, I told you, you never listen to me!" Ed and I made our exit leaving behind the anguish of losing, "thousands of dollars. . ." The seed had been planted.

This was hardly Ed's first "find." Several years ago on a visit to Connecticut to visit relatives, Ed and my brother decided to go "boatyarding". They returned two hours later with a 17 foot dory protruding from the rear doors of our van (a mid-sixties short wheelbase model). Not on a trailer, mind you, but stuffed inside the van as far as it would go. But, it was a "find."

"Sue, don't you know what kind of

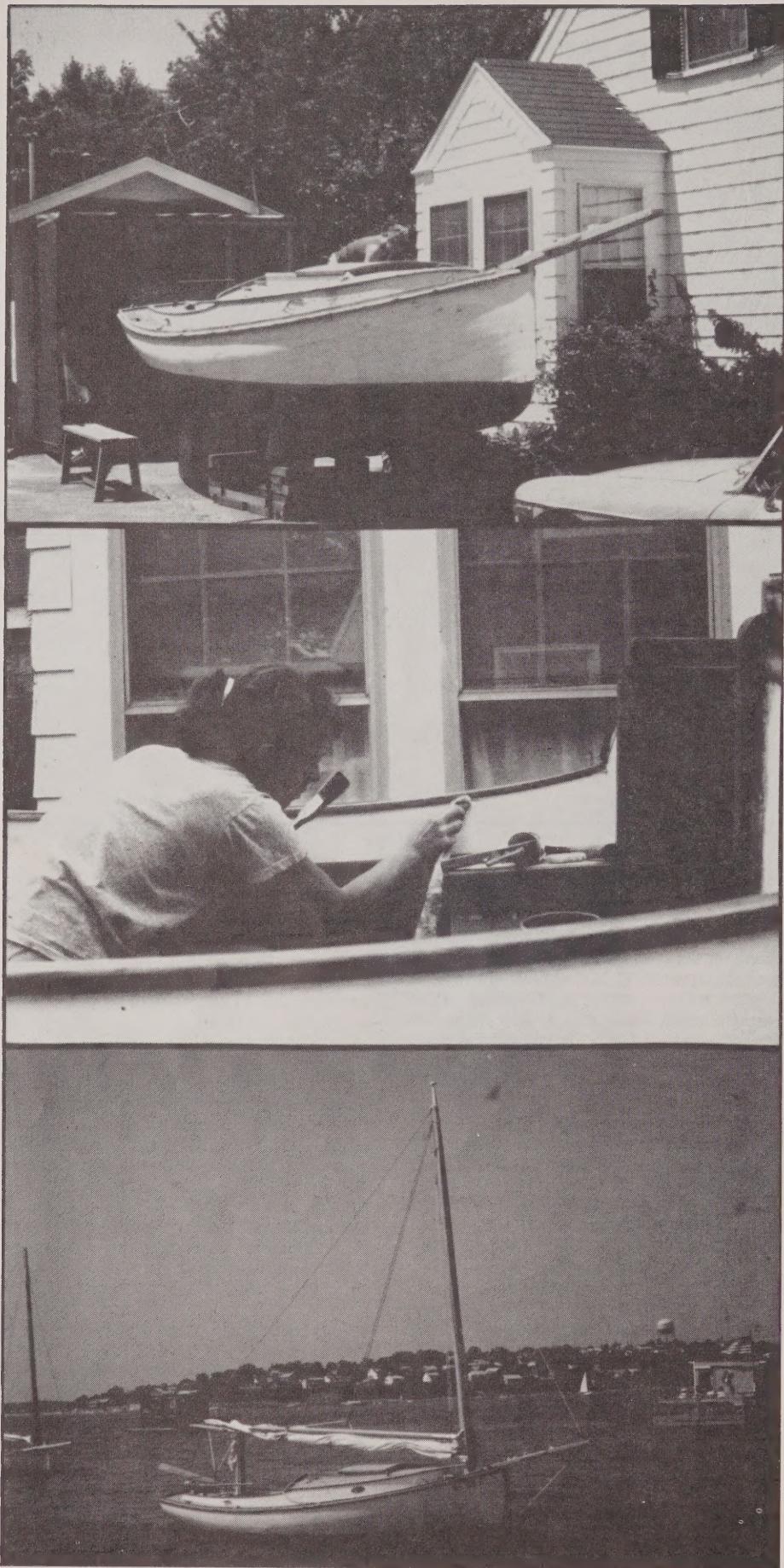


a dory this is?" was Ed's gambit as I contemplated the impending trip home, three hours with two small children, a dog and this "find." My face must have reflected this vision. ALL the living creatures would be sitting on MY lap because the "find" would have the bulk of the van for itself.

The trip did prove to be a test of human endurance, contending with two very irritable, tired children, convinced they would go through life malformed due to the seating arrangement forced upon them by this acquisition. They had to curl up in little balls under the boat with the dog and its drool. I lived in constant fear of carbon monoxide poisoning as the exhaust fumes blew back into the open rear doors of the van. But we did make it home to Newburyport.

Even this "find" was not Ed's first, it was about the fourth. It really seems necessary to describe what "Find Number Four" had to offer: No bottom, no seats, no rails, too many coats of peeling alligator textured paint. It's only saving grace was a sailbag full of the most beautiful intact Indian cotton sails ever seen.

Many months of hard work later, this boat became FREESPIRIT, a 30 year old Swampscott sailing dory, restored. This experience pretty well convinced me that Ed indeed had the ability to spot and restore these traditional boats. I've grown to trust his judgement in such things.



The "intense" approach by the author, and the final result of the compromise in the approach to restoration. It was worth it.

After about a month of phone calls applying the gentle pressure of the lure of a little more cash for that catboat, it came home with us on the trailer (it simply could not be fit into the van). As I viewed it in our yard, I somehow decided to make this one OUR project of love for an old boat. All the previous "finds" had been lovingly restored by Ed alone. This idea proved to be my first mistake. Unknowing at the time, we agreed that everything ABOVE the waterline was mine. Below the waterline was HIS.

The next morning I was out there with my scraper and paint burner. I labored six hours to burn off enough paint to fill a quart bucket. I kept telling myself, "this is FUN, this is REWARDING!"

It was only after a friend who had scraped many a rail stopped by that I learned that the "tool" had to be sharpened to a razor edge. I watched in amazement as she expertly filed the scraper edge. I could hardly believe the ease with which the paint slipped off the oak with one swift stroke. I could hardly wait for Ed to come home and see my day's accomplishment. He said, "I thought you knew how to sharpen a scraper." Glory is so fleeting.

Day after day I donned my cutoffs and T-shirt and diligently worked on my part of the boat. I already was determined that this boat would be in the water in a month. Forty hours I logged that first week, sharpened scraper and paint burner in hand. Topsides wooded down, transom wooded down. What a surprise to find solid mahogany on her backside. Canvas decks next. Nothing could stop me now. Intensely burning and scraping and sanding. By this time I felt the burning desires of boat restoration boiling through my veins. One thought only; get her in the water. Summer was slipping by.

So what was that mistake I mentioned making when I decided to get involved? Well, Ed loves to restore boats. One of his greatest pleasures in life is to painstakingly take his time. He savors every moment, he enjoys the slow progress he makes. Lovingly he drives each screw into the wood, drawing renewed energy as the screw bites and is swallowed into the wood. He meticulously studies each cut to be made, careful to not waste any precious bit of lumber. Study and re-study, pondering his every move.

But I, I am a hard worker but do have a basic character flaw commonly known as lack of patience. So here we had the oil and water syndrome come into existence. I very intensely tackled this new venture with the zest of a northeast wind in February. Ed, however, was enjoying each moment like a gentle tacking down a quiet stream. We were working towards different goals, mine to sail and enjoy the results of all this labor, Ed to savor the work itself which would produce that end result. Not a compatible arrangement.

WAR WAS DECLARED!

It was now that we discovered that even with the strength of 15 years of marriage behind us, we would find this working together thing was for the birds! Little differences in our relationship began to be noticeable. Like, angry glares over the supper table, comments aimed at me such as, "slavedriver" ... "She can get HER own boat next time!" Whatever happened to our project of love?

Well, it ended up taking two months, not one, to finish "our" project. A compromise for both of us. The finish found Ed priming HIS engine as I put on the gold lettering DOGWATCH on MY transom.

It took four bottles of champagne to christen DOGWATCH and help drown the lingering differences as to how and why we were there. It was a warm July 3rd, 1980, evening at Parker River in Newbury, MA. Friends had joined us to share in the celebration of completion, to re-assure themselves that our marriage had weathered the two moth war, and to drink the champagne. Our daughter was given the honor of crashing one bottle of champagne over the stem. We felt she deserved it, for she had managed to function very well as an orphan for two months.

Then our heart's desire slowly slid into the water, gently the ripples lapped her topsides. Gloriously she bobbed, happily accepting her rebirth and enjoying the environment she was created for. Her oiled rails gleamed in the moonlight. Brand new garboards were holding firm, brand new cotton caulking held out the water, brand new fastenings held her all together. WHERE was all that WATER coming from? Could we keep up with it using the hand pumps? No matter how much we pumped the Parker River kept pouring in.

Ed and I slept on the boat that night, or rather, stayed on the boat all night. Watches were kept. Intensely one pumped for two hours, then m-e-t-h-o-d-i-c-a-l-l-y the other pumped for two hours. The leaking continued throughout the night.

Sunrise brought new hope. We ran her onto a sandbar and waited for the tide to recede. Ed patiently went over all the seams, but when he found the leak at last it was the stuffing box for the prop shaft. I reminded Ed that BELOW the waterline was his, he reminded me that he had been forced to work under unrelenting pressure and consequently could not be held entirely responsible.

DOGWATCH finally swelled tight, her mast was stepped, her sails filled with the wind and we slipped away down the river, intensely and methodically, leaving the land behind. It was a new lease on life for this boat and we had learned the real meaning of compromise. We had two very good summers sailing DOGWATCH before we sold her. Built in 1945 by S.S. Crocker in Manchester, MA, this "find" of Ed's was off on a whole new life.

"What's that you say, Ed? There's an 18 foot WHAT in the garage?"

WOOD BLOCKS

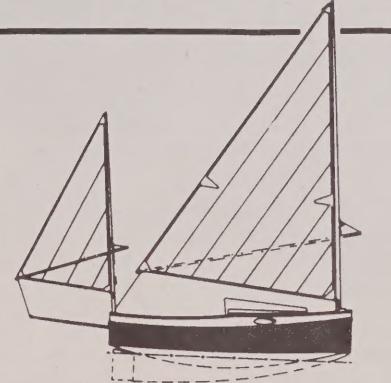
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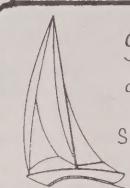
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Tony Pezzullo & his Adirondack Guideboats... for the love of the craft!



Anthony Pezzullo builds Adirondack Guideboats, one or two a year, for the love of the craft. His work is good enough to win the Craftsman's Award twice at the annual Adirondack Guideboat Show in Saranac Lake, NY. "I have a tremendous love of the outdoors," Tony will tell you. "Seeing a guideboat on a lake is beautiful. Being in one out on a lake is even better. And building one the traditional way is the ultimate."

It's not easy. Think about the 2,000 screws and 3,000 copper tacks that hold the pine planking to the red spruce ribs, crooks that first had to dry out for three years before being cut up into ribs. Tony does it all, he starts in the woods looking for those spruce stumps for the crooks. He ends it up caning his own seats, in between some 250 hours of loving labor.

This is all more than just an exercise in boatbuilding for Tony, it's a carrying on of a rich tradition. The Adirondack Guideboat originated as just that, a boat for guides and trappers in the mountainous, lake and stream filled Adirondacks. By the turn of the 20th century guides were taking wealthy "sports" through these mountains in these boats. The advent of the outboard and highways into the area soon made these lovely boats obsolete and hundreds ended their days rotting behind sheds or in old barns. The accidental discovery of one of these relics turned Tony Pezzullo onto the path his life takes today.

Tony grew up around boats along the Rhode Island coast where he and his boyhood friends salvaged beached relics and tinkered with them until they were again seaworthy, sort of. He became an experienced woodworker in his early teens from employment in a novelty shop. He began building his own small boats, sailboats and prams, as a young man. When he was off to Korea in the early '50's in the army, he even salvaged aircraft wing tanks and converted them into makeshift canoes.

Tony eventually became a woodworking instructor in the New York state prison system and when, in 1971, he was transferred to the Adirondacks, near Saranac Lake, his avid outdoor sportsman outlook became fulfilled. He soon restored an Old Town canoe someone gave him. Word got around about his skills with wood, already he was moonlighting making snowshoes. He soon added canoe rebuilding to the off-hours activities. Then a co-worker brought to him one day a derelict boat he had found on the porch of a house he had just purchased.

"I had been on the lookout for the perfect boat," Tony explains. "I looked at this and wondered what the hell it was, but the more I looked the more I liked it." The janitor at the prison told Tony it was a guideboat. Tony then went to visit a renowned builder of guideboats, Carl Hathaway, and came home to restore his find. When he had applied the

last coat of varnish to the restoration, he left the boat in the yard on a pair of sawhorses for the varnish to dry. A passing woman pulled into the driveway and offered him \$1,000 for the boat. It dawned on Tony that he had stumbled onto something special.

"After that, canoes no longer interested me," Tony says. He sold the snowshoe business, visited the Adirondack Museum in Blue Mountain Lake several times, read all the available literature, and began to advertise in the local paper for old guideboats. These he purchased for \$400 to \$500 and then sold for triple that amount after restoration.

In 1974 his employers transferred him downstate to Walden where he became director of vocational services. "There were no old guideboats around Walden," Tony says, "so if I couldn't restore them, I'd just have to start building them." And so began a schedule of building one or two boats a year to exacting standards of craftsmanship, quality so high it commanded top prices for each finished boat. But the real reward for Tony is the "royal reception" his boats get at the traditional boat shows. "Something happens to people who love crafts when they see a guideboat. They just go crazy. Standing there and watching their reactions to my work makes me want to hurry right home and begin building another." Tony goes on, "Several builders at the Mystic Small Craft meet one year came up to me and told

me my boat was the Stradivarius of the meet. I had arrived!"

The Adirondack Guideboat is believed to be a mongrelization of the salmon wherry, Whitehall and dory. Unlike them it is double ended like a canoe, the trappers had noted the Indian's craft had great maneuverability. A crude version called the Saranac Boat appeared around 1850 in Adirondack waters. By 1880 they were double ended and could be rowed as well as paddled. The craft could hold twice the burden of a canoe and was stable enough to be a shooting platform for the wealthy "sports" who were the customers of the local guides. The guideboat is a model of functional efficiency and became a thing of beauty as a result.

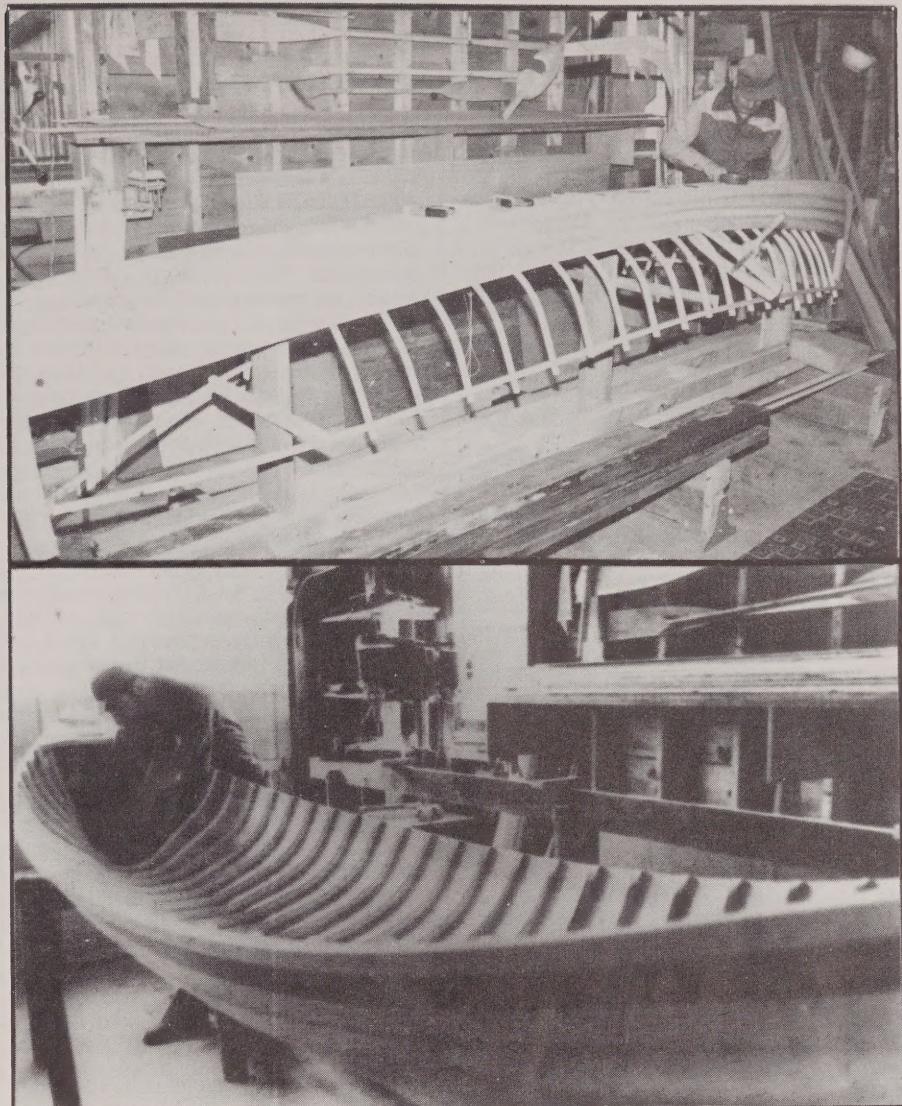
Tony's boat is a duplicate of a model built by H. Dwight Grant of Long Lake. Grant had invented a plane which enabled him to join planking smoothly without feathering the edges. Pezzullo says this was lost and it took him several frustrating attempts before he was able to re-create that tool. He is not totally "traditional" in his choice of tools, he uses some electric tools. "But, I wonder how I would stack up against those old timers who worked only with hand tools," Tony muses. "All the good builders were guides themselves."

Building the Adirondack Guideboat is precise challenging work. Tony says you really have to love the boat. He begins with that search for red spruce roots from which, three years later, he will cut the 3/8" wide ribs following the grain of the root. The boat is built upside down on horses, and the ribs are first attached to the bottom. He most enjoys planking up with the 1/4" vertical grain white pine he has seasoned for two years. The seams are bedded for water tightness. Gunwales and deck go on, then seats of cherry wood and natural cane (he taught himself chair caning), ash or maple oars, cherry or spruce paddle and white cedar or spruce carrying yoke. Sanding smooth as glass is followed by four coats of hand rubbed varnish. "This boat is for the person who has mastered carpentry and is looking for a real challenge," Tony explains.

"I'm not in this for the money," Tony will tell you, even though he does command top prices for his work. "I once almost went into the fiberglass boat business," he goes on. "I spent 300 hours making the plug, it was a real beauty. Then I sat in my shop and looked at what had to be the nicest boat I had ever built. And I was going to cover it with fiberglass. It hit me that this was sacrilegious. So I took that plug out into the backyard and cut it up for firewood!" His family thought he'd lost his mind.

"I figured if I was going to build guideboats they would be traditional down to the last screw!"

Guideboat #6 was finished in the spring of 1984. Tony also had built two mahogany canoes and recently went back into woodcarving, something he did years ago but had drifted away from. He carves animals, ducks, birds. A commission for a bay seal got this craft restarted. Tony also builds various accessories such as seats, oars, yokes and paddles



Tony works alone, taking his time and puts together one or two boats each year, along with making up bits for replacement parts and carving wooden birds and animals. All this is still after work, but when he retires . . .

for stock for guideboat owners in need of such items.

Tony is now enthused about the possibility of organizing a guideboat owners club (traditional only) that could meet periodically and maybe enjoy a few group cruises in appropriate waters. He invites interested traditional guideboat owners to contact him at 15 Goldin Blvd. Walden, NY 12586.

Tony receives many calls each year from do-it-yourself guideboat builders seeking advice on materials and construction procedures. His first suggestion is to read the Durant book, *THE ADIRONDACK GUIDEBOAT*. While this is basically history, useful information on materials and lines are included in the chapter by John Gardner.

Natural red spruce crooks and quarter sawn white pine seem to be hard to find for some, according to Tony. Most give up and strip plank on laminated frames. Tony doesn't accept this is necessary. Pine can always be found, according to him, by checking out small country sawmills. He even has flagged down logging trucks to inquire as to the destination of the pine logs they carry.

Tony gets his red spruce from logging and firewood operations in the Adirondacks. He finds that permission for him to dig up the stumps he wants is seldom denied him. Telling the loggers he is building a guideboat almost always wins full support, and often even the help of their machinery.

Planking up is the crucial step, according to Tony. Here it is too easy to do a poor layout job lining off. Yet he has found that even over-the-phone instruction on lining off has helped amateur builders to do quite creditable jobs. The Grant lap planking is probably the most complicated planking one can attempt he says.

Tony not only enjoys building his elegant boats, he enjoys helping others with serious intent to build traditionally. He is not secretive about his craft. He enjoys sharing it with others. Tony plans to continue building his boat or two each year, do some caning, and enjoy plenty of boating, hunting and fishing. "I have six years to go to retirement," he says, "and after that you can bet my saws will be humming!"

What's happening...

JUNE 1: TALL SHIPS MOVIE & SLIDE PROGRAM, Brooks School, Lincoln, MA at 7:30 p.m. Mike Stratton will show his film on a year on board the tall ship STASSRAAD LEHMKUHL and also the Capt. Irvin Johnson Cape Horn film. The program is to benefit the Carroll School Bounders and is to help celebrate the arrival of the tall ships in Boston. Contact Mike at (617) 259-0646 for more information.

JUNE 2: TIDAL CANOE TRIP, WEST-PORT, MA.

Paul and Wanda Murphy will lead this outing from Dartmouth. Call for information at (617) 822-6486.

JUNE 2 & 3: AMERICAN CANOE ASSOCIATION SEA KAYAKING CAMPOUT, DUTCH ISLAND, NARRAGANSETT BAY, RI.

For further details on this weekend affair contact Chuck Sutherland at (914) 769-1651.

JUNE 2 & 3: DONALD MAC KAY FESTIVAL OF TALL SHIPS, BOSTON, MA.

The Tall Ships return to Boston on this weekend and the local sponsors hope to have the SPIRIT OF MASSACHUSETTS afloat by that time (she won't be rigged however). There will be plenty of Boston area publicity for details, but you can call the New England Historic Seaport for information at (617) 242-1414.

JUNE 2 & 3: MYSTIC SMALL CRAFT WORKSHOP, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

This major traditional small craft gathering of the year will feature the peapod. John Gardner has been at work on his own pod and will lead a discussion on peapod design. It is hoped to have a wide variety of peapods on hand for tryouts. Other program features will include special boats for children and the physically handicapped, workshops on boat maintenance and a look at how Rushton put his boats together.

It has been proposed that a rather special sort of race be planned that would require rowing or paddling one leg, sailing another etc. If interest warrants this will take place. A program to teach interested participants how to row is planned, along with evaluating different sorts of oars.

The usual tryouts of boats brought by participants is again planned as is the early Sunday morning cruise downriver to Mason's Island for breakfast.

Participation is limited to 400 and prior attendees have first priority. It is very close to the cover date of this issue but if you have not yet registered and want to see if you still can, call the Curatorial Dept. at Mystic Seaport Museum, (203) 572-0711.

ABOUT THIS CALENDAR:

We try to list all events of interest involving messing about in boats far enough in advance of the date so any interested reader can follow up his or her interest with direct inquiry or attendance. Sometimes we do not receive the information early enough to make this possible. In this issue, for example, we list all events for June. Most readers will receive this before June 1st, but many won't due to the usual delays of this sort of bulk mail in the postal system. This is particularly true for New York and New Jersey readers.

Our June 15th issue will have ALL JULY EVENTS we have information on listed as well as last half of June.

We ask anyone planning some activity of possible interest to our readers to send us the details EARLY, as early as possible, at least a month before the date, preferably 6 weeks or more before.

JUNE 3: FIRST ANNUAL SHIP CHANNEL SPRINT, HULL, MA.

This rowing race is to be run in conjunction with the visit of the Tall Ships. Starting from Pemberton Pt. in Hull, contestants will row or paddle the old ship channel from there to the old Charlestown Navy Yard. Classes for workboats, special craft, surf and life-boats, sliding seat pulling boats and kayaks will be catered to. For further information call the Hull Lifesaving Museum at (617) 925-3595.

JUNE 7: MONTHLY MEETING OF PEABODY MUSEUM TSCA, SALEM, MA.

David Buckman of Laconia, NH will show slides and discuss his 1983 cruise down the Main coast to New Brunswick with his wife Leigh in their modified 19' Lightning sloop. Guests are welcome, location is Peabody Museum, East India Square, Salem, MA, at 7:30 p.m. Contact Bob Hicks at (617) 774-0906 for further details.

JUNE 7: PBS DOCUMENTARY FILM SHOWING, THE NAVIGATORS, CUSTOM HOUSE MUSEUM, NEWBURYPORT, MA.

Dr. Sanford Low of Newburyport will present this film at 8 p.m. at the Museum on Water St. in Newburyport. Admission is \$3.50 for non-members. The film chronicles the manner in which early Polynesians navigated across the Pacific using only natural phenomena as navigational aids. For more information call (617) 462-8681.

JUNE 9: FLATWATER CANOE TRIP, NEMASKEET RIVER, MIDDLEBORO, MA.

This is a pleasant outing on a nice gentle river with pretty scenery. Contact Bob Ladd at (617) 697-6241 for further particulars.

JUNE 10: PIER DAY AT MAINE MARITIME MUSEUM, BATH, ME.

This annual festival of maritime culture held at the Museum's Percy & Small Shipyard will have an additional special attraction this June as the refurbished schooner BOWDOIN will go down the ways about 10 a.m. after a three year restoration of the famed arctic exploration craft. Then starting at noon the festival opens with demonstrations, displays, crafts, food, entertainment, boatbuilders, sailmakers, riggers, marine artists, etc. Folk singer Gordon Bok will be in concert during the afternoon. Admission is only \$2 for adults, \$1 for children for this panoramic experience of Maine maritime tradition.

JUNE 14 & 15: NAVAL ACADEMY SAIL TRAINING SLOOPS VISIT MAINE MARITIME MUSEUM, BATH, ME.

The U.S. Naval Academy sail training sloops will be at the Percy & Small Shipyard in Bath on these two days for a visit and will be viewable by the public.

JUNE 16: OCEAN SURFING KAYAK OUTING, NEW YORK OR NEW JERSEY SHORE.

This will be an opportunity to try out surf paddling for sea kayakers with some experts. Final location is yet to be selected. Contact Chuck Sutherland for details at (914) 769-1651.

JUNE 17: FLATWATER CANOE BEGINNER INSTRUCTION, CAMP FARLEY, MASHPEE, MA.

This is a second chance this spring for the novice canoeist to gain some instruction in flatwater technique. Canoes should be available for those not able to bring their own. Contact Chuck Wright at (617) 564-4250 for further details.

JUNE 20-22: CANOE CRUISE TO CUT-TYHUNK, ISLAND.

This is a tentative trip across 18 miles of open ocean suitable only for experienced canoeists, and it will be subject to the right weather conditions. Contact Chuck Wright at (617) 564-4250 for more information. Sea kayakers might find this of interest also.

JUNE 23: 3RD ANNUAL L.L. BEAN CANOE DAY, YARMOUTH WATERWORKS, YARMOUTH, ME.

L.L. Bean sponsors this all day canoe outing starting at 9 a.m. Bring your own canoe, try one of theirs. There will be various vendors on hand with tryout canoes, introductory canoeing instruction, and a 3 mile race. Sea kayaks will also be available for tryout. For further details and registration, call L.L. Bean at (207) 865-4761, Ext. 2106.

JUNE 23 & 24: OCEAN SURFING FOR SEA KAYAKERS, RHODE ISLAND AREA.

This is a tentative trip planned, more details next issue, or contact Chuck Sutherland at (914) 769-1651.

JUNE 28-JULY 4: 4TH ANNUAL ADIRONDACK GUIDEBOAT SHOW & RACE, SARANAC LAKE, NY.

Sixteen Adirondack Guideboats will be on display during this week at the Harrietstown Town Hall in Saranac Lake, headed by an H. Dwight Green 1901 model, restored over a year by Dale Ferris of Boonville, NY. Others will include restorations and some in original condition. The show is open daily from 11 a.m. to 8 p.m. at no admission cost. In addition to the boats, audio-visual displays showing construction will be in operation and displays of the tools and materials used will be shown. Also some building demonstrations and guideboat rides will be featured.

On July 1st the annual Willard Hammer Guideboat & Canoe Race is scheduled. Canoes, kayaks, guideboats, rowing shells and war canoes are all past participants. The course will be on Lake Flower and the Saranac River, with only the one-man guideboat class required to use the river section and do the portage.

Full details on the show and race are available from the Saranac Lake Area Chamber of Commerce, 30 Main St. Saranac Lake, NY 12983. Call Kathleen Ivimey at (518) 891-1990 if you prefer to phone.

JUNE 30: 3RD ANNUAL ANTIQUE & CLASSIC BOAT SHOW & PARADE, BAY SHORE, NY.

The Long Island Chapter of the Antique & Classic Boat Society hosts this first gathering of the season for classic boats at the Bay Shore Yacht Club. It is open to the public at no admission charge from 10 a.m. until 2 p.m. In the later afternoon the runabouts will race in Great South Bay and parade along nearby canals. For further details on participation or spectating, contact Bob Melrose at (516) 549-8137.

JUNE 30: LAND & SEA RACE, DANVERS, MA.

The 6th Annual Land & Sea Race in Danvers, MA includes a 13 mile race for boats powered by oar, paddle, sail or other human energy (no motors). It starts at Pope's Landing on the Danvers River, and goes downstream to Beverly Harbor, thence out and around Misery Island, and back. Pre-entry is required, deadline is June 13th, fee is \$10. The event is a benefit for local charities run by the Polish Club. For entry form (which has on the back a detailed map of the course) write to Land & Sea Race, P.O. Box 475, Danvers, MA 01923. The entry fee covers a T-shirt and free beer at the finish for participants. It's a "fun" race, not a serious competitive event. Of course, certain serious participants carry on their own private races within the race.

ALDEN OCEAN SHELL EVENTS FOR JUNE:

The Alden Ocean Shell Association has two rowing races scheduled for the month as follows:

JUNE 2: First Annual New Hamburg Regatta, New Hamburg, NY, on the Hudson River. This is open to Alden shells and Martin Trainers. Contact Donald Seales, 3 Stone St. New Hamburg, NY 12560.

JUNE 16: Squamscott Scullers Regatta, Stratham, NH. A 1000 meter turnaround race. Contact Ernestine Bayer 371 Washington Rd. Rye, NH 03870.

For further information on Alden Ocean Shell Association purposes and activities, contact Ernestine Bayer at above address.

SAILING CANOE RACING SCHEDULE

The canoe sailors of the American Canoe Association have a rather full calendar of races in New England and nearby New York and New Jersey for the coming season. If this sort of boating sounds interesting you can learn more by calling Larry Zuk in Concord, MA at (617) 369-6668. The June dates are as follows:

JUNE 2: Northern New York Championship, Oquaga Lake, Deposit, NY. (607) 723-4122.

JUNE 3: ACA-AMC Canoe Sailing Clinic, Lake Cochituate, Framingham, MA (617) 369-6668.

JUNE 3: Sebago Series #1, Sebago Lake, NY. (914) 657-8452.

JUNE 9 & 10: Cape Cod Regatta, Wequaquet Lake, Centerville, MA (802) 496-3172.

JUNE 9: Neversink Canoe Sailing Society Summer Series #1, Rumson, NJ. (201) 842-6671

JUNE 10: Sebago Series #2 Ladies Race, Lake Sebago, NY. (914) 657-8452.

JUNE 16-17: Croton-on-Hudson Festival, Croton on Hudson, NY. (201) 842-6671.

JUNE 23: NCSS Summer Series #2, Rumson, NJ (201) 842-6671.

JUNE 23-24: High Performance Regatta, Barrington, RI. (401) 253-2261.

JUNE 24: ACA Class Regatta, Lake Sebago, NY. (914) 657-8452.

JUNE 30-JULY 1: Atlantic Division Championships, Lake Sebago, NY. (914) 657-8452.

LABRADOR SEA KAYAK EXPEDITION

Rick Donahue of Worcester, MA is again leading a summer sea kayaking expedition to Labrador. This will be about a 40 day wilderness adventure for four to six persons and for \$1700 is all inclusive of transportation, boats, gear, supplies, etc. An 11 day intensive pre-trip training session starts on June 20th, following which the group will travel to Nain on the Labrador coast by plane and ferry. Return to New England is scheduled for late August. If this high adventure appeals to you and you have serious potential for undertaking it, contact Rick at P.O. Box 505, U. Mass Medical School, Worcester, MA 01605. Telephone is (617) 757-8987 or you can call Amy Brubaker at (413) 549-4852 in Amherst, MA.

WOODEN BOAT SCHOOL JUNE PROGRAMS:

The following programs are on the schedule for June at the Wooden Boat School in Brooklin, ME. You may yet be able to take in one that catches your interest if you inquire immediately of Peter Anderheggen, Wooden Boat School, Brooklin, ME 04616. Phone is (207) 359-4651.

JUNE 10-15: Conditions surveys and proper maintenance, diagnosis, care and maintenance of wooden boats. Instructor is marine surveyor Paul Coble.

JUNE 10-15: Able seamanship on the Friendship Sloop EASTWARD. Instructors are Roger and Mary Duncan.

JUNE 10-29: Theory & Practice of Boatbuilding, from lofting to launching. Instructor is Arno Day.

JUNE 17-22: Advanced marine surveying, a professional level course. Instructor is Giffy Full.

JUNE 17-22: Second round of able seamanship with the Duncans on EASTWARD.

JUNE 24-29: Honing your hand tool skills. Instructors are Sam and Sue Manning.

JUNE 24-29: Able seamanship on the Tancook schooner VERNON LANGILLE. Instructor is Ben Ellison.

NIAGARA FRONTIER ACBS PLANS FOR 1984:

The Antique & Classic Boat Society chapter in Buffalo, NY has a full year of area activities planned. They started off 1984 on April 7th when over 100 persons turned up for the Saturday morning workshop at JAFCO Marine in Buffalo. Expert advice on technical matters related to antique and classic boats was dispensed by several speakers.

Bob Schober discussed use and care of the electrical gear and modern electronic equipment such as communications and depth sounders. Jack Barron and Zeke Zeisz fielded technical questions from new members troubled by problems in restoration or running of their boats. Doug Lewenight then discoursed on updraft and downdraft carburetors and offered a three page printed parts breakdown and tip sheet on these essential engine devices.

A parts swap was scheduled with gear brought in by members.

Future activities scheduled include the following:

JULY 8: Summer picnic and photo day at the Bent Prop Yot Club.

JULY 24-29: Canal Fest '84 which includes the world's longest boat parade on the Erie Barge Canal.

AUGUST 12: Canoe Club "Olde Tymes Day" at Point Abino, ONT.

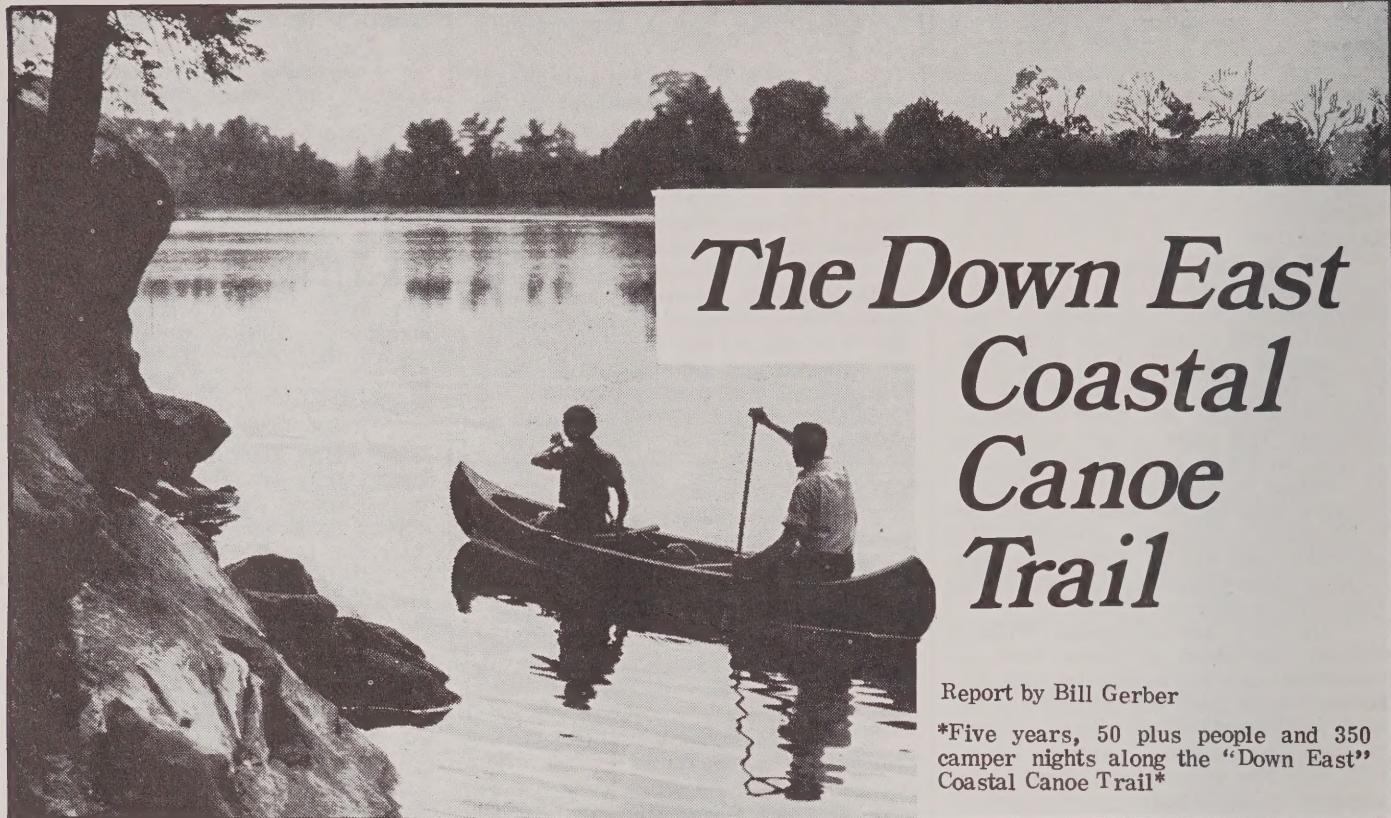
SEPTEMBER 8: ACBS Directors meeting in Grand Isle, NY.

SEPTEMBER 9: Boat Show and awards dinner at the Buffalo Launch Club.

OCTOBER 12-14: ACBS Annual Meeting in Alexandria Bay, NY.

NOVEMBER 16: NFC Annual Meeting at the BLC.

If you want to know more about this group and its activities contact Donna Feathers at (716) 625-6188.



The Down East Coastal Canoe Trail

Report by Bill Gerber

*Five years, 50 plus people and 350
camper nights along the "Down East"
Coastal Canoe Trail*

Had it not been for the touch of levity that he brought to an otherwise anxious moment, I might have been annoyed with young Peter. We were taking water over the bow quite regularly as Bob and I drove the sharp nosed "Charger" out through the Casco Bay chop. Not wishing to get his new Sierra Cup salty, Peter refused to bail with it; obstinate 11 years old...! He may have been right though, most of the water was landing in my lap and pooling in the seat beneath me.

The two "Trippers" appeared to be running a bit drier. They tended to "buoy up" on the waves more readily, while the "Charger" tended to slice through. Not without a price however, the Trippers were well behind and their more pronounced pitching already had Beverly looking quite green. Impossible, who ever heard of anyone getting seasick in a canoe? But not to worry! She hadn't had a thing for lunch, I'd seen to that! (A decision necessitated by circumstance for which I still catch flack years after!)

That we found ourselves in somewhat difficult paddling conditions was a result of an oversight in my planning. We had risen early and arrived at our Falmouth-Foresides put-in on time; and the drop off of boats, equipment and non-drivers had gone quickly and smoothly. Those who remained behind would load the boats while the rest of us shuttled cars to our intended take out destination at Friendship a week or more away. But I had only guessed at the round-trip shuttle distance and "blew it" badly. The tide was well into the ebb portion of its cycle when we returned, hours late. True, we had spotted a car at an intermediate point down one of the pen-

insulas, but that unplanned diversion accounted for only part of the lost time. Now the receding tide confronted a healthy on-shore wind and the resulting chop provided a wet commentary on my lapse of attention to detail.

The occasion for our plight was the maiden run of a route that, with much help and advice I had mapped out along the coast of Maine and its coastal river network extending from the area of Portland to, possibly Muscongus Bay. AMC canoeists had begun exploring the tidewater rivers and coast east of Bath, Maine in the early 60s. They had gradually extended their operations until routes for many day trips and a delightful three day trip had established. This latter route extended from the town of Richmond and Swan Island on the Kennebec, to Beal Island in the Sasans (which the club purchased in 1967), then across the Sheepscot and Boothbay Harbor to Fort Island in the Damariscotta, and finally to a convenient take-out, some times up the river at Damariscotta/Newcastle. The formal establishment of this route had occurred in about 1973 when the state's department of Parks and Recreation purchased Fort Island. Swan was already the property of Inland Fisheries and Game and so the three islands, each about a day's paddle from Beal defined an ideal route.

Then, in 1978, as part of its plan to manage state owned coastal islands, the Bureau of Public Lands (BPL) had offered leases on a number of small islands to nearby communities and public service organizations. Audubon Society, Heritage Trust and others were approached based upon the BPL's assessment of the best use of each island. AMC was offered leases on a number of

islands within its tidewater canoeing area to manage for recreational purposes.

This effort was a noble one, but, unfortunately, it did not work out for us quite as BPL intended. One of the reasons was that a number of property owners, exercising their Yankee independence simply hadn't accepted the need to register their islands with the state; several of "our" islands turned out to be privately owned. As chairman of AMC's Beal Island management committee at the time, I felt that the state had made an offer in all good faith and, considering the turn of events, that they might be receptive to a counter proposal. With the encouragement of Parks and Recreation, and assistance from them and Barry Timson (an independent consultant who, together with noted environmentalist Phil Conklin, had drawn up the original island management plan for BPL), and after several iterations, the concept of a Coastal Canoe Trail emerged. An early, tentative route flushed out information about a number of other properties. In the end, it was not the "unclaimed" islands that made the trail possible; instead, other properties held by Parks and Recreation, the cooperation of several private land owners and the Brunswick Recreation Department and the favorable siting of a commercial campground just fell into place.

But one can do just so much with charts, tables and books; eventually plans must be put to the test. It was for that purpose that we had come to be in Casco Bay.

As we rounded the north end of Clapboard Island, Bob and I had argued briefly about our next heading. Paddling stern and therefore in control of the

canoe as he was, Bob's opinion prevailed and after about two hours of fighting strong headwinds and chop we arrived just exactly where we wanted to be; at our first campsite on Little Chebeague Island! (Wasn't it Winston Churchill who observed "I'm always willing to learn, but sometimes I hate to be taught"?)

Seeking protection from the wind we found an attractive beach on the west side of the island and landed there. A short exploration of the higher ground beyond revealed an open meadow, suitable for our tents, and perhaps a dozen or so decoying buildings, once rather elegant summer homes, to examine later. (Prior to World War II, Little Chebeague boasted a small summer community. During the war it was a Navy recreation and training site. A steel structure still stands on the east side where sailors were once taught to fight ship fires. The state acquired the island after the war and it is now managed by Parks and Recreation.) Camp was quickly set up and dinner began. I had sagely asked Bev and Joel to do all of the trip dinners and I got this one right, my good judgement was rewarded with a sumptuous meal of the calibre for which Joel is justly famous. He and Bev prepared soup, a Caesar salad to which they added mushrooms, steak, corn on the cob, and, of course, wine with dinner. Dessert was strawberry shortcake with whipped cream.

At about dusk, several herons showed up to fish along the shore. They would fidget first on one foot and then the other. Occasionally they would thrust their heads into the water and follow this with a ritual shaking of their heads. I interpreted this to be the zoological equivalent of a "victory roll". Suddenly, as silently as they had arrived, they were gone.

The sky was red that evening. About sundown, the wind shifted to herald the arrival of a cold front and drier air. Most welcome! We retired early, wake up was scheduled for 0500. We intended to get an early start to get across the more exposed leg of the next day's trip before the winds came up.

Wake up at 0500 proved to be too early, it was still pitch black. By about 0530 the sky had lightened so I rolled out and began packing. Hopes of packing things up dry were drenched by a thick fog that blanketed us during the night. A light breeze and the ascending sun and Ernie and Gerry's excellent apple pancakes soon drove it off. We were on the water in bright sunshine before 0900, a leisurely start to a perfect day. The winds and water were calm. Rounding the east side of Little Chebeague we noted a beautiful sandy beach marked by the large fire fighting training structure, now a uniform rust brown. Proceeding out of Chandler Cove we passed the hulks of several old sailing vessels that had been filled with gravel and sunk there to form a submarine barrier during the war. Beyond, we turned northeast to pass between Great Chebeague on our west and a succession of Hope, Bangs and Stockman's Islands on the East. En-

route we took a look at a campsite on the west side of Bangs Island, near the southern end. It was adequate for a small group but not as nice as several sites on Little Chebeague. (Bangs is managed jointly by Inland Fish and Game, and Parks and Recreation).

Unlike the route we would follow in subsequent years, we travelled to the north end of Great Chebeague Island and from there to Green Island Ledge and Upper Green Island. The birds seem to like them both but "we wouldn't want to live there"; nor would the birds want us to. After a brief stop we headed east to Little Whaleboat Island where a cleft provided an inviting and protected lunch stop. We had lots of company, the island is obviously popular with sail and power boaters alike. Resuming our journey we proceeded down the "slot" between Whaleboat Island and Harpswell Neck, racing a sailboat enroute as she "beat" her way south. We stayed right with her too, until she passed the end of Whaleboat and changed course! Rounding the southern end of Harpswell Neck, we paddled into Potts Harbor, pausing briefly to establish an ice cream tradition. (In later years, the "tradition" sometimes was a bowl of piping hot chowder and hot coffee!) Crossing the harbor we made an "end run" around the "sea serpent" jetty at the east end and again turned northeast toward Harpswell Sound. With the sea breeze at our backs we made our second campsite at Clark Cove, shortly before 6:00 PM.

Parks and Recreation owns the southern third of the point of land along the north side of Clark Cove. There is easy access from the beach to the campsite on the high ground beyond. Each tent had a lovely southern view of the approach to the sound that evening. Also to our good fortune, no one reported seeing the SARAH, the legendary "Dead ship of Harpswell". It was not likely that we would; she was last reported in about 1880.

The kitchen was set up on the beach and another elegant meal soon followed. Was it the brisk wind off the water or did we do something wrong? The brownies we tried to bake in my reflector oven were finally eaten with spoons! (They're really not bad in the fluid state.)

On the morrow, our destination was Sawyer Park at the upper end of the New Meadows River. We had a choice of two routes that we could take to get there: one around the south end of Sebascodegan Island and up the New Meadows; the other, inland through Harpswell Sound, Erwin Narrows and Long Reach to merge with the New Meadows just east of the Gurnet Straight. The weather radio that we brought along called our attention to a weak storm then passing through Pennsylvania but, due in our area the next day. In anticipation of the inland route and wishing to avail ourselves of the favorable morning flood tide, we again agreed to an early rise time and so commenced to turn-in early.

(Next issue Bill takes us two more days down the coast to Beals Island.)



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It was different. The fleet of sailboats were jamming up at the third mark on the triangular course, rounding onto the final leg to the finish, jockeying for the advantage. The skippers were intense, gripping the controls, pacing along the muddy banking of the pond. That's what was different, this was model sailboat racing, radio controlled. The boats were 30" to 50" long, and given the correct perspective, very realistic out on the water. The controls, little boxes with a pair of joysticks, much like a computer game control, other knobs too, antennae protruding, some with telltale ribbons. Were those ribbons to keep track of wind direction, or were they to warn other skippers pacing the embankment of where the pointy end of the 4 foot steel rod was located? Unusual hazards in this way of messing about in boats.

It was the season opener in Needham, Massachusetts, on March 25th. About 25 boats turned out with maybe twice that number of participants and onlookers. It was a pleasant sunny day with light fluke winds. The tiny pond behind the Needham DPW buildings was perfect for scale, and this early in the year the underwater weeds had yet to reach high enough towards the surface to snag the deep keels on some of the mini yachts. The parking area was also the boat prep area, the tiny yachts lay on the ground or sat in cradles as owner/skippers fussed over miniature controls and rigging. The boats were lovely craft, some scale replicas of full size one designs, such as the Stars, others replica's of 12 meter America Cup yachts, still others not replicas at all, but designs developed over the years just for model yacht racing.

The skippers were likewise in two basic categories, some also skippered full size boats, Dan Fisher, for example, has a 34 foot Hunter, yet here he was with twin teen age sons Jami and Ned all racing models. Others were not involved with full size boats at all, the models were it, Ed Child and his daughter, Sue Hogan typical. Well, they had a little pram at home. But the model racing

NEW ENGLAND AREA MODEL YACHT CLUB DIRECTORY

NEW HAMPSHIRE:

Granite State MSC, c/o Stan Tyler, 17 Glen Dr., Nashua, NH 03062 (603) 882-9687.

VERMONT:

Green Mountain MYC, c/o Harvey Bagshaw, P.O. Box 143, Underhill, VT 05489

MASSACHUSETTS:

Marblehead MYC, c/o John Snow, 75 School St., Manchester, MA 01944 (617) 526-7856.

Minuteman MYC, c/o Bob Francis, 50 Lexington St. Weston, MA 02192 (617) 899-3662.

Springfield MYC, c/o Bernie Gaudette, 155 Elm St. E. Longmeadow, MA 01028 (413) 525-7316.

USS Constitution Model Shipwright Guild of N.E., c/o Rich Kurz, 518 Great Plain Ave. Needham, MA 02192.



A Different Way to Sail

Report & Photos by Bob Hicks



RHODE ISLAND:

Narragansett MYA, c/o Mike Andrea, 140 Rocco Ave., Pawtucket, RI 02860 (401) 724-5221.

CONNECTICUT:

Housatonic MYC, c/o Robert Mersereau, 32 Warnock Dr., Westport, CT 06880 (203) 226-9370.

Mystic MYC, c/o Bob Weall, 2 Elaine St., Pawcatuck, CT 06379 (203) 599-1644.

Mystic Division of the Model Shipwright Guild, c/o Mystic Seaport, Museum, Mystic, CT 06355.

NEW YORK:

Albany MYC, c/o Larry Grant, 25 Parkwood St., Albany, NY 12208 (518) 489-4990.

Central Park MYC, c/o Richard Plaut, 108 East 82nd St., New York, NY 10028 (212) 249-3772.

was where it was at for them.

A touch of professionalism in the parking area, a truck from Doyle Sailmakers of Marblehead, several men with jobs at Doyle had the company van on hand. And on one of the models, a miniature 12 meter, mylar sails with a tiny Doyle logo at the tack. "Well, no, Doyle isn't making model sails," the owner explained, "I just snipped that logo off a letterhead and glued it on." The Marblehead contingent was significant, for they have their own club and specialize in their own boat, known as the Marblehead 50-800. It's 50" long max with 800 square inches of sail area max, a long narrow hull with tall airfoil rig and very deep fin keel. These boats have developed over nearly 50 years and are raced by the Marblehead club, which just celebrated its 25th anniversary. This is no new game.

Well, what are the rewards of messing about with model sailboats? Why not just go for the full size thing one can get on and ride about in? It's mostly a matter of racing competitiveness and expense. The serious model yacht racer can be in the game for about \$1000, even a \$500 investment will make one competitive at this local level. The beginner can get started for under \$250. The radios cost around \$150, the boats run from \$75 on up. Just like the real thing, one can get into costly extras for the winning edge, sails can run \$150 and up, and more exotic radios with up to seven separate function controls go for \$500 or so. Still, a whole lot less than the real thing costs, even dinghy racing: "You don't get wet and cold either," one racer told us. Good boats are a requirement, the pond edge was muddy, even though it was an embankment, and putting in and taking out the deep keel craft requires sometimes stepping into the water's edge a bit.

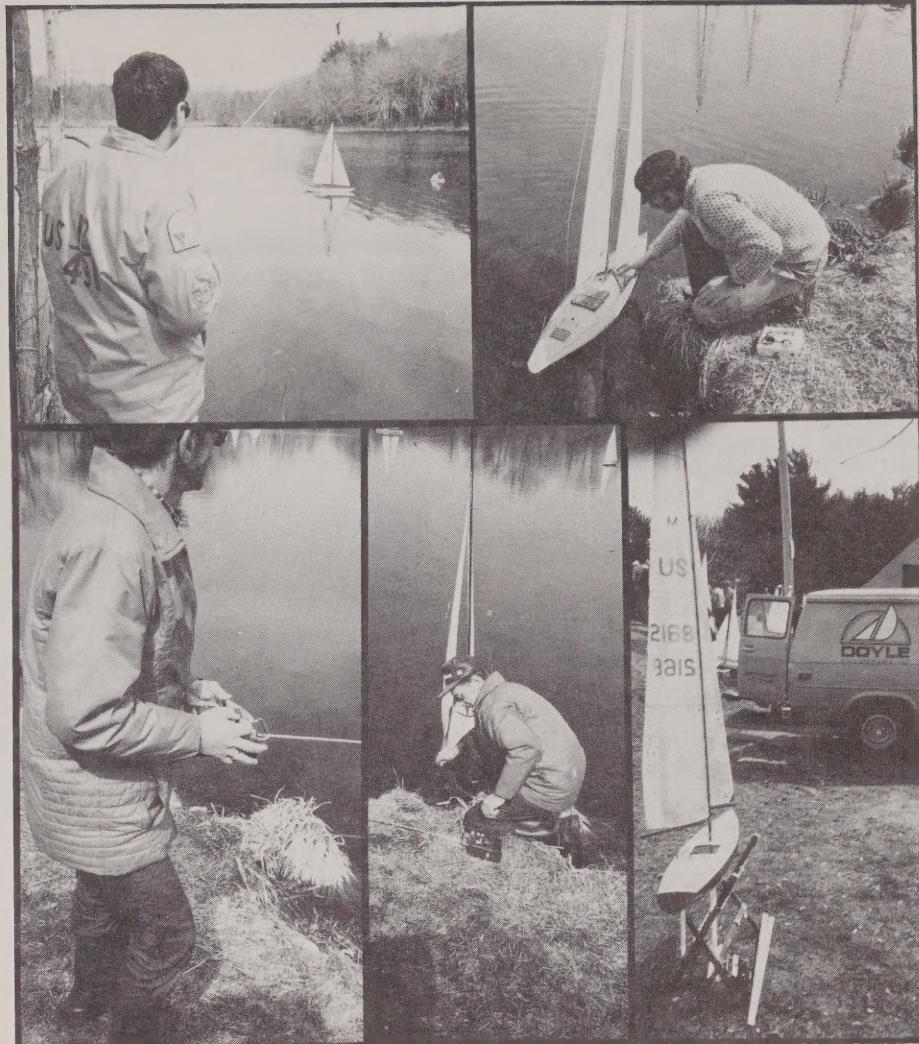
The program ran 16 heats, with the light airs each was one lap around a triangular course. Picking up the breeze while others lay becalmed was the strategy, and Jack Sullivan, the man who makes this pond available (he's with the DPW in Needham) racked up four runaway wins with his East Coast 12 through knowledge of where the wind would be. He also finished well back twice, but overall topped his class. The aforementioned Fisher family saw dad in mid-field much of the time with his 12, the two boys always nearly last with their tiny inexpensive boats with stock everything. Yet they were class placers in the "open" class, as Tony Picardi won that one with his much bigger home-designed and built yacht, not a scale replica of any particular boat, but strongly resembling a classic racing yacht of yesteryear and nicely built of wood.

The Childs, dad Ed and daughter Sue, raced identical Stars, it seems that Ed got a new one, gave the old one to Sue. Now she tends to beat him on the water. "It's a nice family outing for us," Sue explained. Her husband and children were on hand spectating, but it was Sue's game to play against dad. Most of the boats we looked at were

commercially built plastic boats, some are built from kits, few are built up from scratch. Rules govern classes mostly on hull length and sail area, the classes raced intermixed this day, but were scored separately. It was all very much a typical day of friendly competition one might find in any sport involving equipment, big or small. The boats being models meant the skippers and fans all could talk, comment, and do the spectating while still taking part in the competition. One or two cries of "protest" rang out, it seems a requirement for some tactical blunder is to do a 360 turn. One "protest" went to the committee to resolve. "This is pretty low key," one participant told us. "The serious types at their events, such as the East Coast 12 regattas, get real tense and it's just as deadly serious as in the big boats."

Do they sail the boats just for fun, not racing? "I take my 12 along on my Hunter," Dan Fisher told us, "and if conditions are right, I can sail her off the big boat when we're moored after a day sail." It's just got to be the lure of the toy that makes this happen, the radio controlled sailing yacht is a toy, but one that does require skill to use effectively, it tests one's judgement and preparatory skills, choice of gear and sails. It's a competitive sport for anyone not desiring to spend the money and time the full size boats require, and it's not physically demanding, and one doesn't get wet and cold and exhausted playing this game.

There's a full season of events in New England at several locations where clubs exist. Some are limited to one particular class, others cater to "open" entries. If this catches your interest, consult the schedule and New England area club directory in the sidebar article and take in an event. It was an interesting and pleasant way to spend an early spring day.



Top left: Dan Fisher urges his EC12 on in a near calm. Top right: Tony Picardi's "Open" class boat is home built. Bottom left: Skipper in action. Bottom center: Bringing her in to shore. Bottom right: The "mooring" area.

THE 1984 MODEL YACHT RACING SCHEDULE

MAY:

- 19 - Northern Div. Championships (M), Marblehead, MA.
- 20 - Northern Div. Championships (M), Marblehead, MA.
- 27 - Comeau Mem. (AB), Stonington, CT.
- 28 - Memorial Day (AB), Needham, MA.

JUNE:

- 3 - Northern Div. Championship (EC12), Providence, RI.
- 9 - Clough Memorial (M), Marblehead, MA.
- 10 - Clough Memorial (M), Marblehead, MA.
- Northern Div. Championship (S), Springfield, MA.
- 17 - Fathers Day (EC12 & AB), Nashua, NH.
- 19 - Tuesday Night Series Begins (AB), Needham, MA. (Runs until Sept. 2).
- 23 - Cutty Sark (M), New York, NY.

JULY:

- 4 - Rosemary '84 (AB), Needham, MA.
- Firecracker (AB), Marblehead, MA.
- 14 - Arges Memorial (M), New York, NY.

- 15 - Midsummer Regatta (AB), Providence, RI.
- 22 - Scale Sail & Free Sail & Power Boats (AB), Needham, MA.
- 28 - Seebauer Memorial (36-600), New York, NY.
- 29 - Schooners & Gaffers, Needham, MA.

AUGUST:

- 5 - Midsummer Open (AB), Stonington, CT.
- 11 - Kehoe Memorial (M), New York, NY.
- 18 - Summer Regatta (M), Rochester, NY.
- 19 - Summer Regatta (M), Rochester, NY.

SEPTEMBER:

- 2 - Summer Special (M), Stonington, CT.
- 3 - Trigg Memorial (EC12), Needham, MA.
- 8 - ACCR (M), Port Washington, NY.
- Mayor's/Ft. Adams Cup (EC12), Newport, RI.
- 9 - ACCR (M), Port Washington, NY.
- Mayor's/Ft. Adams Cup (EC12), Newport, RI.

- Randall Memorial (AB), Springfield, MA.

- 15 - Campbell Cup (M), Marblehead, MA.

- 16 - Campbell Cup (M), Marblehead, MA.

- 22 - MTRRA Championship (M), New York, NY.

- Central Park Memorial (10R), New York, NY.

- 23 - MYRRA Championship (M), New York, NY.

- 30 - Chandler Hovey Cup (M), Marblehead, MA.

OCTOBER:

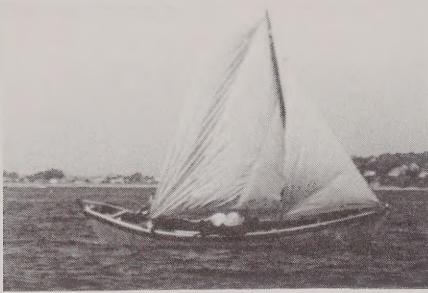
- 7 - Fall Regatta (AB), Stonington, CT.
- 14 - Messenger/Chowder Cup (M), Marblehead, MA.
- 15 - Columbus day (AB), Needham, MA.

NOVEMBER:

- 11 - 4-Hour Enduro (AB), Needham, MA.

- 17 - Jive Turkey (AB), New York, NY.

- AB - Any Boat; M - Marblehead; EC12 - East Coast 12; S - Star; 36-600 - Same;



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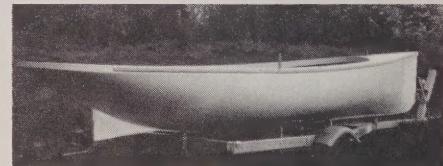
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DIRIGO BOATWORKS, Blue Hill, ME (207) 374-5340 or (207) 374-2877. (1)

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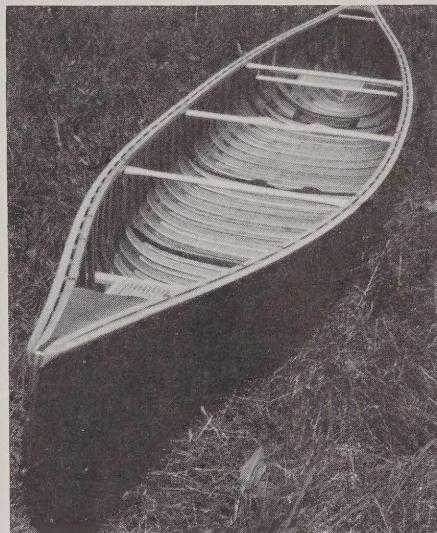
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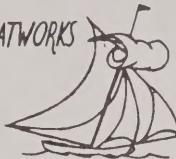
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